

Conceptual Design

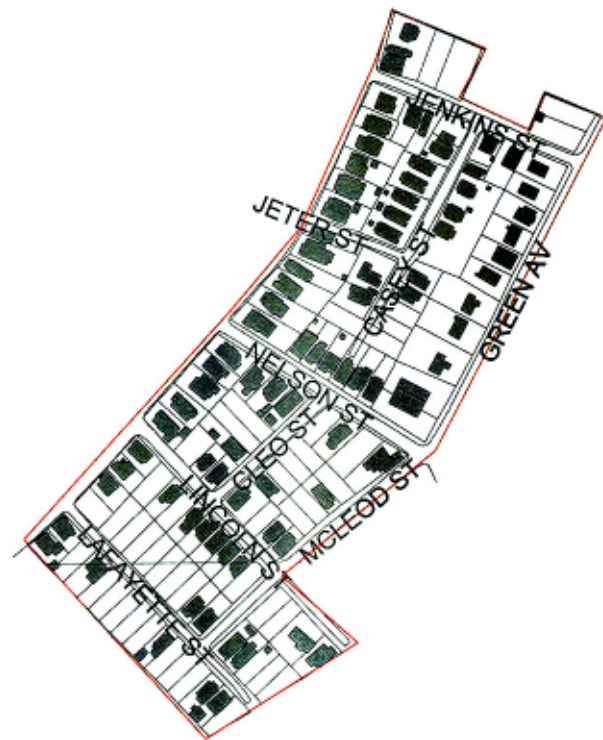
Green Avenue's master plan design reflects the series of previous discussions and analyses. The goal is to develop a design that will positively impact the neighborhood integrating the new housing designs with existing ones. Featured are varied lot sizes, curb appeal, pedestrian access, various bedroom sizes, and housing types. Housing designs emphasize front porches to accentuate the connection to the street, inviting social interaction and security. Previous housing design on Genesis Court favored ranch style housing. Townhomes, duplexes, attached single-family, and bungalows will add to the existing ranch style development. A private developer is renovating the Old Mill Apartments utilizing low income tax credits and other financing to develop 75 affordable rental units for seniors.

Over a five-year period, the City proposes to acquire 85 parcels that will be added to 32 inventoried properties. Seventy-four (74) structures will be demolished as result to develop 96 new housing opportunities. Forty-eight (48) existing rental and homeowner units plan to be rehabilitated. Because of the scope of this project redevelopment has been divided into three phases. Phase I was the Genesis Court subdivision and several newly constructed homes along Green Avenue.

Phase II

Phase II targets the lower half of the neighborhood bound by Jenkins Street, north; Anderson Street, west; Green Avenue south to McLeod Street, east; and Lafayette Street, south. It proposes the acquisition of 43 parcels and demolition of 47 structures. Twenty-nine additional parcels slated for redevelopment are City owned. Upon completion, there will be 48 new parcels and housing opportunities accompanied by 21 rental and homeowner rehabilitations.

- ▶ Jeter Street will be abandoned. The alley/street will be divided equally between the adjacent properties allowing an easement to maintenance underground utilities.



- ▶ Casey Street extended and aligned with Cleo Street to improve circulation. Sidewalks, south from Jenkins Street on Casey, are being proposed on the left-hand side with curbing on the right.
- ▶ The Nelson and Anderson Streets Intersection posed a challenge to City staff and residents. The plan proposes to cul-de-sac Nelson Street at Anderson Street in response to the traffic concerns. The cul-de-sac's design provides pedestrian access in and out the neighborhood. It is the most cost effective alternative. In our discussion with Traffic Engineering, a traffic light or stop sign on Anderson Road before entering the City is not feasible. The next option would be to reduce the rise on Anderson Street, a costly alternative. Every foot of rise has to equal the amount of run (linear footage). In effect, the underground utilities would have to be readjusted, which would be quite expensive.
- ▶ In an anticipation of the potential increase in traffic volumes, significant improvements on the adjacent streets: Lincoln and Lafayette Streets will be made to make those streets safer. Lafayette Street will undergo improvements to address the sight distance issue. The improvement on Lafayette Street would entail seeking cooperation with the SCDOT to allow the four (4) lanes on Anderson Street to narrowed to (2) lanes between Lincoln and Lafayette Streets.



Casey Street



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A planted median will be constructed between Lincoln and Lafayette Streets to enhance the streetscape and reduce traffic speeds. Lincoln Street will be a right turn out only. The planted median will encourage the right out turn as well as beautify the street.

- ▶ Sidewalks and curbing on Lincoln, Lafayette, Jenkins, Cleo, and McLeod Street.
- ▶ Establish a gateway at Nelson Street entering from Guess Street. Appropriate signage with a neighborhood logo or the sign reading Green Avenue Neighborhood.
- ▶ The Dunbar/West Greenville Market Study evaluated the commercial viability of the Green Avenue Commercial Node in addition to the Relax Inn and former General Hospital sites, and the Pendleton and Academy Streets Corridors. The results concluded the commercial node is no longer viable and needs to be transitioned into housing opportunities. Location and lack of marketing pose major obstacles to attracting new customers. Today's competitive market has diminished its customer base. The questionable activity outside the businesses adds to the negative image of the property. Single-family attached townhomes would fit perfectly in to neighborhood, furthering mixed income housing opportunities in Green Avenue.

Nelson Street





Green Avenue at Nelson Street Intersection



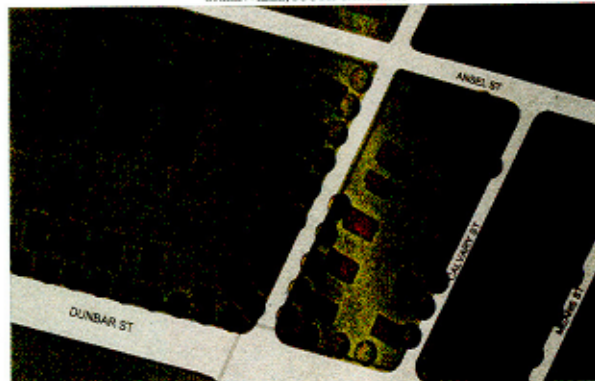
Phase III

Phase III targets the upper portion of Green Avenue. A total of 42 parcels will be acquired affecting the demolition of 27 structures, resulting in 34 newly reconfigured tracts and 46 housing units. Twenty-seven rental and homeowner rehabilitations will complement this phase.

- ▶ Calvary Street is a narrow roadway. Proposed is converting Calvary Street into a one-way street entering from Ansel Street existing onto Dunbar Street and installing curb and gutters on both side of the street. The current design highlights narrow front and side setbacks. It presents a warm feeling and a sense of community seen in older neighborhoods like Victorian Village and German Village in Columbus, Ohio. The new additions will replicate the narrow front setbacks with slightly larger lot sizes.
- ▶ One of the most appealing developments occurs at the corner of Ansel and Anderson Streets. Two relatively large parcels will be combined to develop ten single family townhomes, similar in design to those on Butler Avenue in the Hampton/Pinckney Area. The ten unit development will offer affordable to market rate housing opportunities.



GREEN AVENUE REDEVELOPMENT
CALVARY STREET / MEANS STREET
GREENVILLE, SOUTH CAROLINA



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- ▶ Add crosswalks and signals at the Dunbar and Green Avenue/Anderson Street Intersections.
- ▶ Establish another gateway at Green Avenue and Vardry Street.
- ▶ Provide landscaping along Green Avenue from Vardry Street to Nelson Street.
- ▶ Landscaped medians will aesthetically enhance the corridor and create cohesion- integrating the Greenville High Expansion with the new development on Dunbar Street, and helps to develop a gateway to St. Francis Hospital. Specifically, landscaped medians will be placed at Augusta Road and Dunbar Street, and along a small stretch on Dunbar Street near Amstar's delivery entrance and in front of Greenville High School's Expansion Project and the proposed commercial development next door to Eagles Iron Works. The corridor from Green Avenue to St. Francis Hospital would be narrowed to three (3) lanes with planting areas on both sides for trees and shrubs. Dunbar's improved streetscape would provide a residential image and sense of place.

Calvary Street



Dunbar Street Corridor



- ▶ The market study suggests that Dunbar Street remain residential in an effort to increase the area's residential base. Because of the existing uses Dunbar Street will have a mixture of residential, office, and commercial development along Dunbar Street.
- ▶ Redevelopment of the Relax Inn and the former General Hospital sites abutting the neighborhood offer a tremendous opportunity to compliment Green Avenue's revitalization efforts. The Relax Inn was demolished July 2001 in response to the mounted complaints. The Dunbar/West Greenville Market Study proposes 52 affordable to market rate townhomes and single-family housing opportunities on the former General Hospital Site. The Relax Inn would be master planned to include the entire block of Mallard and Memminger Streets for mixed commercial and office development. One important convenience would be a combination grocery and drug store.



Anderson Street

